

CELL / MODEL NAME	DESCRIPTION (See Bridge Manual for description of notes)	DATE
GN01	General Note 1	2/17/2017
GN02	General Note 2	2/17/2017
GN03	General Note 3	2/17/2017
GN04	General Note 4	2/17/2017
GN05	General Note 5	2/17/2017
GN07	General Note 7	2/17/2017
GN08	General Note 8	2/17/2017
GN09	General Note 9	2/17/2017
GN10	General Note 10	2/17/2017
GN11	General Note 11	2/17/2017
GN12	General Note 12	2/17/2017
GN13	General Note 13	2/17/2017
GN14	General Note 14	2/17/2017
GN15	General Note 15	2/17/2017
GN16	General Note 16	2/17/2017
GN17	General Note 17	2/17/2017
GN18	General Note 18	2/17/2017
GN19	General Note 19	2/17/2017
GN21	General Note 21	2/17/2017
GN22	General Note 22	2/17/2017
GN25	General Note 25	2/17/2017
GN26	General Note 26	2/17/2017
GN27	General Note 27	2/17/2017
GN28	General Note 28	2/17/2017
GN29	General Note 29	2/17/2017
GN30	General Note 30	2/17/2017
GN31	General Note 31	2/17/2017
GN33	General Note 33	2/17/2017
GN34	General Note 34	2/17/2017
GN35	General Note 35	2/17/2017
GN36	General Note 36	2/17/2017
GN37	General Note 37	2/17/2017
GN38	General Note 38	2/17/2017
GN39	General Note 39	2/17/2017

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GN40	General Note 40	2/17/2017
GN41	General Note 41	2/17/2017
GN42	General Note 42	2/17/2017
GN43	General Note 43	2/17/2017
GN44	General Note 44	2/17/2017
GN45	General Note 45	2/17/2017
GN46	General Note 46	2/17/2017
GN47	General Note 47	2/17/2017
GN49	General Note 49	2/17/2017
GN50	General Note 50	2/17/2017
GN51	General Note 51	2/17/2017

- GN01        *Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts (in painted areas and ASTM A325 Type 3 in unpainted areas). Bolts -in. Ø, holes -in. Ø, unless otherwise noted.*
- GN02        *Calculated weight of Structural Steel =*
- GN03        *All structural steel shall be AASHTO M 270 Grade --W (except expansion joints which shall be AASHTO M 270 Grade --).*
- GN04        *No field welding is permitted except as specified in the contract documents.*
- GN05        *The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.*
- GN07        *Reinforcement bars designated (E) shall be epoxy coated.*
- GN08        *Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.*  
*As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.*  
*Any cracks that cannot be removed by grinding ¼ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.*
- GN09        *If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.*
- GN10        *Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.*
- GN11        *Protective coat shall not be applied to surfaces to which Waterproofing Membrane System is applied.*
- GN12        *Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.*

- GN13            *Concrete Sealer shall be applied to the designated areas of the -.*
- GN14            *Cleaning and field painting of structural steel shall be done under a separate painting contract.*
- GN15            *The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.*
- GN16            *The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be -.*
- GN17            *The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of the exterior surface and the bottom of the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be -.*
- GN18            *Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.*
- GN19            *All structural steel and exposed surfaces of bearings within a distance of - ft. each way from the deck joints shall be painted as specified in Section 506 of the Standard Specifications.*
- GN21            *Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.*
- GN22            *The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.*
- GN25            *The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.*
- GN26            *Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.*
- GN27            *All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.*
- GN28            *All cross frames or diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.*

- GN29      *Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.*
- GN30      *(Finger plate or Modular) expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.*
- GN31      *The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.*
- GN33      *The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.*
- GN34      *When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:*  
1)      *At least 72 hours shall have elapsed from the end of the previous pour.*  
2)      *The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.*
- GN35      *The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade - (AASHTO M 270 Grade - W.)*
- GN36      *Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.*
- GN37      *All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.*
- GN38      *H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 Class 50.*
- GN39      *Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.*
- GN40      *Backfill shall be placed behind the abutment after the superstructure has been poured and falsework removed. See Article 502.10 of the Standard Specifications.*
- GN41      *Sloped wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.*
- GN42      *Piles shall be driven through - diameter precored holes extending to elevation - according to Article 512.09(c) of the Standard Specifications. Cost included in driving piles.*
- GN43      *If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.*

- GN44      *The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.*
- GN45      *A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.*
- GN46      *The foundation design is based on the following maximum reactions applied at the top of the footing/pedestal wall:  
Exterior footings: xx (vertical), xx (horizontal)  
Interior footings: xx (vertical)  
The Contractor shall verify that the selected structure meets these design parameters. If the design parameters are exceeded, a complete foundation design with calculations, details, and the required seals shall be submitted for review and approval.*
- GN47      *If a portion of the drilled shaft web walls or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.*
- GN49      *Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.*
- GN50      *Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.*
- GN51      *The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.*